

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO MAIL

MANILA, YAP, NEW GUINEA, PRINZ SIGISMUND, FRIDAY, 16th July, 1909.
BRISBANE, SYDNEY and Capt. D. Lode, 16th July, 1909.
MELBOURNE

KUDAT and SANDAKAN, BORNEO, Cap. F. Sumbill, Beginning of July.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th June, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK. NO. 2 DOCK. NO. 3 DOCK.

(IN COURSE OF CONSTRUCTION.)
Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance ... 80 ft. Width of Entrance ... 50 ft. Width of Entrance ... 63 ft.
Water on Blocks 28 ft. Water on Blocks 26 ft. Water on Blocks 21.5 ft.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, plates and angles all being tested by Lloyds Surveyors.

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 978, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Lieber, Scott, A. 1, and Watkins.

Yokohama April 28th, 1909.

SHORTCOMINGS OF JAPANESE BUSINESS-MEN.

REPORT BY A JAPANESE CONSUL.

Recently the Commercial Bureau in the Foreign Office issued instructions to Japanese Consuls abroad, ordering them to report to foreign opinion regarding the shortcomings or defects of Japanese business-men in their transactions abroad. The following reply from the Japanese Consul in Chicago is published in Japanese papers:

PRACTICES OF JAPANESE DISLIKED BY FOREIGNERS.

(1) The Lack of Experience among Japanese Business-men of Foreign Trade.—In consequence of this failing, foreign business-men desiring to open up direct trade with the Japanese have not infrequently failed in their object. Foreign merchants are subjected to great inconvenience on account of ignorance on the part of the Japanese as to the common form of invoice, the process of drawing drafts and settling the price of goods. Some Japanese business-men are known to reply in Japanese or in intelligible English to inquiries made by foreign business-men. To remedy these defects, it may be recommended that instruction in the practical business routine of foreign trade be given at commercial schools and other educational institutes available for the purpose, while Chambers of Commerce should give full information on application regarding the procedure in the transactions of foreign trade. If Japanese business-men are prepared to reply at once to applications from foreign business-men to open direct trade, it will largely assist in developing business. [Instruction in practical business routine, it may be remarked, is given already in all Japanese commercial schools.]

(2) Impracticability of Doing Business by Samples.—Complaints are heard of the unpunctuality in the delivery of goods ordered from Japanese business-men and the serious difference between the quality of the goods delivered and that of the samples. It may not be easy to produce articles identical in quality with the samples, because in Japan goods are manufactured principally by hand, but the defects must be remedied by machines being used in manufacturing the goods. Not a few merchants in Chicago who import Japanese goods in any large quantity either send their agents to Japan each year to buy stocks or import them through the medium of foreign merchants in Japan. They do not feel sufficient confidence to buy goods direct from Japanese.

(3) Labels on Goods.—Slips or labels pasted on goods exported should be written or printed in English. Goods to which slips or labels in Japanese are affixed are liable to be mistaken for Chinese goods, as in the eyes of foreigners it is difficult to distinguish between the Chinese and Japanese writing. Foreign merchants prefer to have the labels printed in English.

(4) Signboards in Japan.—Japanese shops in America sometimes display signboards written in Japanese. Shops which make the Japanese their principal customers may be employing these signs for the purpose of attracting Japanese, but the boards appear to create a peculiar impression on the Americans. This may seem a trifling matter, but as a matter of fact the signboards not only drive away American customers, but tend to create a feeling among the Americans that the Japanese are not more amenable to American manners and customs than the Chinese.

(5) Points in Business Transactions.—The value of imported goods as a basis for Customs duty is assessed by the U.S. Customs according to the invoice certified by the American Consul at the port of shipment. Shippers must not forget to obtain a Consular certificate for the invoice. In assessing the value of imported goods for duty the American Customs authorities make strict investigations by various means, and the certified invoice is not relied on solely as a basis. Some Japanese have a misunderstanding on this point. Such a practice as giving a false value on the invoice must be strictly avoided. It is necessary for Japanese business-men engaged in the export of goods to America to be equipped with a general knowledge of American laws relating to the importation of goods—for example, the Pure Food Act.

(6) Term of Payment.—The term of payment of drafts drawn on the shipment of goods to America is generally 60 days after sight, though it varies according to agreement between the parties. Arrangement in Chicago for the settlement of bills in business with foreigners vary—30 days, 30 days, and 60 days after sight. For proclain and general goods the term is in most cases 30 days after sight, ten to ten days (the regular term is four months after sight, but generally ten days after sight at a discount of 3 per cent.), and still in most cases sixty (when paid within ten days 2 per cent. discount is allowed).

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Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNERS.

STEAMSHIP "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of July will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 2nd July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents, Hongkong, 25th June, 1909.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNERS.

THE Steamship "PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon; and West Point, Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd of July, at 9:30 A.M.

All Claims must reach us before the 6th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents, Hongkong, 25th June, 1909.

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNERS.

STEAMSHIP "OCEANO,"

FROM MANILA.

THE above Steamer bringing on the cargo shipped per

Steamship "GYMERIC,"

from SEATTLE, TACOMA, VICTORIA, VANCOUVER, YOKOHAMA, KOBE and MOI, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading by the latter steamer for countersignature and to take immediate delivery of their Goods from alongside the Steamship "Oceano."

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents, Hongkong, 28th June, 1909.

NOTICE TO CONSIGNERS.

THE P. & O. S. N. CO.'S STEAMER

"SARDINIA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th July, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent, Hongkong, 30th June, 1909.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNERS.

THE Steamship

"KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th of July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 5th of July, 1909, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO

Ex S.S. "Sachsen" from Smyrna via Naples, Cabo, Catalina via Port Said.

NORDDEUTSCHER LLOYD,

MELCHERS & CO., General Agents.

Hongkong, 29th June, 1909.

PARA VENDA.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 30th Inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.

General Managers

Hongkong, 1st July 1909.

Intimation.

Powell's

Furnishing Department

is now replete with an entirely new collection of

BEDROOM SUITES

of the well known "POWELL" quality in solid teakwood, embracing a wide range of designs to suit the modest home or the mansion, at prices varying from

\$140 to \$325.

A visit to our showrooms, will convince intending purchasers, that the solid and durable construction of these suites is attained without detracting from the artistic appearance, which we claim is a special feature of the "POWELL" productions.

We are keeping well up with the times, with regard to the new systems of

MODERN OFFICE FITTINGS

and have now in our showrooms, a selection of the newest styles in

SECTIONAL BOOKCASES

AND

FILING CABINETS

on the vertical Sectional System allowing any number of sections to be built upwards or at the side, as further filing space becomes necessary.

QUOTATIONS gladly and promptly given for any description of OFFICE FURNITURE and FITTINGS.

POWELL'S

(FIRST FLOOR)

ALEXANDRA BUILDINGS,

and

28, Queen's Road.

CHINA'S RAILWAY PROBLEM.

Recent mails from Home contain reports of an instructive lecture delivered by Mr. A. J. Barry, M.S.C.E., at the Royal Society of Arts on "Railway Development in China." The lecture is interesting in itself; even more so as evidence of the increasing attention that this subject has begun to attract in Europe, proportionately to the changing attitude of the Chinese themselves towards railway questions. As Mr. Barry pointed out, the history of the progress of railway enterprise in China divides itself into four periods. In the beginning there was the attempt of foreigners to win Chinese consent to their constructing railways in China, foiled by the "fanatical and strenuous opposition of the governing classes." Next we find "an influential though comparatively small number of Chinese" catching at the foreigners' idea and succeeding in spite of opposition in laying the first railway. In the third period the Chinese have become more or less used to the idea of railways, and are ready to admit foreign skill and capital for their construction "on mutually advantageous terms." Finally we reach the stage that is now so familiar, a stage of "growing intolerance of foreign guidance and assistance other than financial." In the most recent development, to which, however, Mr. Barry does not refer, resistance begins to extend even to financial co-operation. It is this latter phase that has given rise to the new interest with which Chinese railway development is now watched. The whole conditions of doing business with China are admittedly changing, and to some extent railways form a test case for future operations. When Mr. Barry expresses belief that "railways in China can be made to pay perhaps better than anywhere else in the world," he says no more than is generally believed. The question of the moment is under what conditions can it be made to pay. Obviously, as Mr. J. W. Jamieson suggested in the discussion that followed Mr. Barry's lecture, "the Chinese would have been well advised if they had given a concession to a sound foreign syndicate and left matters entirely in their hands, putting their pride in their pockets." But it is too late to think of such a possibility now, even if it ever existed.

As an alternative we have the principle of State ownership which Mr. Barry naturally advocates as the master-key to successful railway development in China. That principle inspired the whole course of negotiation for the Shanghai-Jangchow-Ningpo Railway loan, to quote but one instance. It prompted the appointment of Grand Councillor Chang Chih-tung as Director-General of railway affairs throughout the Empire; and there is no doubt that its importance is fully recognized at Peking although so far the practice of it is more favoured in the breach than the observance. The centralization of railway management is not only essential as a practical sign of the ability of Peking to control the provinces. As Mr. Barry points out, the Chinese railway system is in its infancy; it amounts to no more than 5,000 miles, and before it can compare with that of India, for example, another 30,000 miles at least must be constructed. A golden opportunity is thus provided to avoid the numerous anomalies arising from private ownership in other countries by the inauguration of a "definite policy" and a definite programme, under the control of a strong and capable railway department or board in Peking. Mr. Barry uses a mild expression in saying that the present Board of Communications "falls short of this"—"is constituted as to command the confidence of the foreign investor and strong enough to command respect everywhere in China itself." Once that board were established and its authority duly recognized, there is little doubt but that the railway problem would solve itself. But to admit the "necessity of any given step in China is unfortunately little evidence that that step will be taken; and in the meantime the only clear course is to endeavour to reconcile or at least to mollify the present conflict of interests. For the 30,000 miles of China's future railways Mr. Barry estimates that some £100,000,000 will be required. It is difficult to say the least, to see whence so much money is to be obtained. The theory that capital will build railways and that the railways in turn will yield interest enough to repay the capital is excellent on paper, but hitherto it has fallen rather deplorably short in practice. The possibility of one enormous overloan to pay off existing debts, and start China afresh has been suggested. But in the present condition of Chinese administration such an expedient would merely seem to hasten the era of foreign control of China's finances which is already considered by many observers to be only to near. As Mr. Barry says, money in China can command so much higher a rate of interest, that the 5 per cent Imperial loan is not likely to tempt the native capitalist very far; and assuredly China "will have to find some new source of revenue before she can borrow much more money" from abroad.

Such considerations naturally have the greater weight because the tendency of international competition has been to encourage China in the belief that she has merely to raise her hand in order to obtain as much money as she requires. Easy borrowing makes proverbially hard repayment; and the temptation that prevails in some quarters to be China's banker on any terms, in the assurance that once she has given a bond she may be forced to add to it whatever her creditors choose to exact in either friendship or good business. Up to a certain point such a practice may, no doubt, work successfully enough from the standpoint of the particular bondholder. But sooner or later a reaction is certain to ensue; and it is an interesting speculation how far the "growing intolerance of foreign guidance and assistance" has been fostered by a tale of loosely drawn contracts harshly and even unfairly enforced. The Neapolitan proverb "a clear bargain, a long friendship" was never more applicable than it is in China today, and it may equally be said that an understanding of friend-

ship is an essential condition of more bargains in the future. From the point of view it may be that almost any concession was worth the making—even at the cost of admitting a third party into what has traditionally been regarded as the British sphere of influence—that would guard the Canton-Hankow railway from unsound financial administration. How that particular question has been settled we do not even yet know exactly. We have been told that an agreement has been reached which is looked upon as "a satisfactory compromise"; but in our respect at least we are bound to point out that the agreement (so far as its terms have been disclosed) collides directly with the avowed intention of the Szechuanese to admit no operation of foreign capital for railway enterprise within their province. More than this the position of affairs has been changed within the last few days by the determined intervention of America. Not improbably the whole negotiations will have to be begun again *d' novo*. In that case it is to be hoped that the British Government will not persist in the attitude of aloofness, which by yesterday's telegram; it seems anxious to adopt. Financial groups acting in independence are necessarily limited in their outlook by their own and their shareholders' advantage; and too many other interests are bound up in China's railway problem to permit of its being successfully handled without the authority and direction that belong to a Government alone.—N. C. D. News.

WAMPOLE'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Orophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is invaluable in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

Entertainment

THEATRE ROYAL
CITY HILL.

SATURDAY NIGHT, 3rd prox.

GRAND BOXING Exhibition.

CHINESE v. EUROPEANS.

FIVE MATCHES.
Each Match of
EIGHT ROUNDS.
"KUNG-FOO" (CHINESE) STYLE.

A NOVEL ENTERTAINMENT.

ADMISSION PRICES:
Ring \$3
Stalls 50
Dress Circle 1
Pits 1

Doors open at 7 P.M.
Commencing at 8 P.M.
Box Plans at Messrs. SINCERE COMPANY, Des Voeux Road.

Hongkong, 30th June, 1900. 1509

Intimation.

O. C. MOOSA, 1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
LATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.
LACE-SCARFS, MOTOR-VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVEIL-
INGS, VOILLES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application. Coast
Port orders carefully executed.

1900. 1st September 1900.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

CABINET-MAKERS AND ART DECORATORS
from Shanghai, has re-opened their
FURNITURE STORE
at

No. 39, DES VOEUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph Co.,
Messrs. A. S. Watson & Co., Ltd. and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:—

"We have pleasure in stating that Mr. Li
KWONG LOONG finished the Annex
to our Dispensary and gave us every satis-
faction."

(84) A. S. WATSON & CO.

25th May, 1891.

ORDERS personally attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 1st August, 1900.

1900. 1st September 1900.

Intimation.

CONFIDENCE

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

WAMPOLE'S PREPARATION has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Orophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is invaluable in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

AO PUBLICO.

HAVERA-ni note de SABBADO, 3 de
Julho-p.v., DA CALA "Lula de Camões"
do Club Lusitano, uma recita de caridade,
promovida por um grupo dramático do Cruzeiro
"Vasco da Gama," a favor das vítimas
sobreviventes dos terremotos ocorridos re-
centemente em Portugal.

Os bilhetes d'admissão estão à venda na
Secretaria do mesmo Club des de 6 p.m. do
dia 30 do corrente. Aceita-se por cada bilhete
qualquer quantia não inferior a um patata.

J. J. COELHO,
Secretario,

Club Lusitano.

Hongkong, 29 de Junho de 1900. [510]

GUNS

DIRECT from the manufacturers at lowest
prices, 12 bore Double Breechloaders
from 30s each. Illustrated catalogue of
latest model Shot Guns, Combination Guns,
Sporting Rifles, &c., post free. D. JAMES &
REYNOLDS, George Street, Mincies, Lon-
don, E.C. England.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 30th April, 1900. [40]

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO
MARKS,

No. 6, QUEEN'S ROAD, CENTRAL

PATRONISED by Prince of Wales, then

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 34 years' experience in tattooing is a
guarantee of good work and prompt execution.
My colours are absolutely fast and perfectly
harmless, and produce a charming effect not
attained by any other. In tattooing unlike some
other species of engravings, care must be taken to
have the work done in a perfect, high-toned
manner. In order to take special precautions
against possible dangers, I use fresh materials
daily.

The copying of Portraits with dislaid
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Hongkong, 1st September, 1900.

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HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

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HONGKONG.

Hongkong, 1st September, 1900.

1900. 1st September 1900.

HONGKONG AVERAGE MARKET
PRICES.

Corrected 20th June, 1900, cl. per 5 Mar.

BUTCHER MEAT.

Count.

Beef sirloin & prime cut—Mei Lung Pa B.

20

Corned—Ham Ngau Yuk

20

Roast—Shiu

20</

Intimation.

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LIMITED.

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GOVERNOR AND HOUSEHOLD.Watson's
HYGIENOL,
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BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents.

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A. S. WATSON & CO.
LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 1, 1909.

CRIME IN HONGKONG.

The report which has been submitted to Government by Mr. F. J. Baddeley, the Captain Superintendent of Police, for last year shows a satisfactory diminution in the number of crimes committed in the Colony, or, more properly speaking, that have been brought to the notice of the zealous officers of his Department. The total number of all cases was 9,563 as against 11,540 in 1907, being a decrease of 1,978 or 17.14 per cent. In the division of these cases into serious and minor offences, there appears a decrease, as compared with the preceding year, of 64 cases, or 1.93 per cent. In the former, and of 1,014 cases or 33.24 per cent. in the latter. The decreases were shown under the heads of unlawful possession,

larceny, felonies not already given and burglary with 24,101, 16 and 4 cases, respectively; while under murder, robbery, larceny from dwelling and kidnapping and protection of women and children there are increases of 1, 19, 36 and 5 cases. Gang robbery shows an enormous increase from 6 cases in 1907 to 26 last year. Gambling continues to be rife in the Colony and 132 warrants were executed and convictions obtained as against 147 in the preceding twelve months. The estimated value of property stolen during the year was \$199,211.10 as against \$141,353.08 in 1907. There was a susceptible diminution in the number of search warrants for prepared opium, last year's figure being 1,621 as compared with 1,057 for the year before. As showing the diverse character of police duties it may be mentioned that the department had to deal with no less than over 20,000 applications for various forms of licences, which in detail were as follows:—1,775 for Hongkong jinrickshas. (Reduced by 100 on 1st June, and 75 on 1st December, 1908.) 50 Quarry Bay jinrickshas; 250 Kowloon jinrickshas; 25 private vehicles (16 carriages, 5 motor cars and 4 hearses); 1,128 truck licences; 580 Hongkong chairs; 60 Hill District chairs; 3 garris; and 17,350 drivers and bearers; they are continually coming and going, hence the large number of the latter. In addition to the foregoing 1,760 dogs were licensed during 1908; 17 watch dogs were licensed free of charge; 114 dogs were destroyed, and 134 stray dogs were impounded and restored to owners or ransomed. The finger impressions system is still pursued by the Police, which accounts for 158 males and one female being identified as having previous convictions against them. This number is 26 less than during the year 1907. As might have been expected the conduct of the police could not fail of commendation at the hands of the head of the department as it has been the subject of favourable comment by the Governor. This is what Mr. Baddeley wrote:—"The conduct of the European contingent (average strength 126) was very good. The total number of reports against them was 37 as against 56 in 1907. There were 6 reports for being drunk or under the influence of drink as against 16 in 1907; 2 for sleeping on duty as against one, 1 for disorderly conduct and 8 for neglect of duty. The conduct of the Indian contingent (average strength 388) was on the whole good. There were 401 reports as against 465 for the preceding year. For drunkenness there were 88 as against 61, for disorderly conduct 30, as against 23, for neglect of duty 33 as against 52, for absence from duty 38 as against 51, for gossiping and idling on duty 77 as against 91, and for sleeping on duty 24 as against 40; 178 men had no report. Fourteen Indian Constables were convicted by the Police Magistrate (so dismissed from the Force):—1 for obtaining money by false pretences, 1 for allowing a prisoner to escape, 3 for giving false testimony, 2 for disorderly conduct, 5 for assault, 1 for receiving a bribe, and 1 for larceny. The behaviour of the Chinese contingent (average strength 328) was fair. There were altogether 1,044 reports, as against 1,086 in 1907. There were two reports for drunkenness as against 5, 112 for sleeping on duty as against 104, 17 for disorderly conduct as against 15, and 374 for minor offences as against 356. One sergeant interpreter was convicted by the Police Magistrate for larceny and 11 Constables (dismissed) for the following offences:—1 for allowing a prisoner to escape, 3 for assault, 2 for robbery, 2 for larceny, 1 for absence from Station and duty, and 2 for misconduct. 96 men of this contingent were not reported during the year. The seamen, coxswains, engineers and stokers (average strength 144) had 215 reports as compared with 228 for last year. For drunkenness there was no report (same as last year), 106 for absence from station and late for duty as against 102 in the previous year. Three seamen were convicted by the Police Magistrate, one for assault and two for larceny, 45 had no report recorded against them. His Excellency the Governor was pleased to highly commend the Police for services rendered by them during the typhoon of the 27th July, the boycott riots of the 1st and 2nd November, and on several other occasions during the year. The rewards meted out to the members of the Police do not appear to have been either indiscriminately distributed or too liberally granted, a fact which certainly tends to enhance their value. We learn that one inspector was granted a medal for long and meritorious service, one inspector and one European sergeant were commended by His Excellency the Governor and granted medals for services in the Sha Tin murder case and the robbery at Taliang Yau. One European sergeant was granted a reward for plucky arrest of an armed burglar after receiving severe injuries. One Indian sergeant was granted a reward for zeal and intelligence displayed in a case of larceny. One Chinese sergeant was granted a medal for good work done in connection with an assault case, one Chinese sergeant was granted a reward for zeal and activity shown in recovering stolen property and six Chinese constables were granted

rewards for plucky conduct, zeal and activity shown in the discharge of their duties. The report concludes with a reference to the New Territories, on which the District Officer reports as follows:—"Serious crime is less than ever, and the presence of the Police is now understood and appreciated. The rumour of the removal of Au Tau Station was at once followed by a number of influential petitions for its retention. Mirs Bay alone has given much trouble, but the enforcement of Section 29 of the Local Communities Ordinance in Ping Chau Island has done much towards bringing this troublesome district into order. This section of the Ordinance was also applied to Sheung Shui; but the conditions in this case were not so much those of serious crime as of defiance of the Police. The effect of the application has I think been excellent, as showing the villagers that the Government does possess an effective weapon for dealing with conspiracy and passive resistance. The co-operation of the Chinese officials over the border has also been of the greatest value to us, and the feeling that China no longer offers an asylum to the criminal is responsible in no small degree for the orderliness of the Territory."

LOCAL AND GENERAL.

On April 1, 1908, the total strength of the Hongkong Volunteer Corps was 295, and on March 31, 1909, it was 284.

SUNDAY, the 4th inst., being the feast of Rev. Bro. Director Christian, a concert will be given by the Boys of St. Joseph's College at 6.30 p.m.

DURING 1908 three members of the Hongkong Volunteer Corps died, 5 were struck off the strength (having left the Colony) and 76 resigned (1 on medical certificate, 34 on leaving the Colony and 41 in the Colony).

A SEVERE thunderstorm swept over Central Japan on the afternoon of the 17th ultimo, Kobe receiving the tail end of it. At Tatsuno, near Himeji, and Miyazu, near Maizuru, the storm was accompanied by a heavy shower of hail.

IN regard to the proposed improvement of telephones in Peking, it is stated that the plan is to purchase a new plant from America, install 3,000 telephone apparatus inside and outside the Wall, and gradually increase them to 6,000. The accommodation can be increased to 12,000. The work will be completed at the end of next year.

THE annual report of the Pacific Mail Steamship Company, issued on May 29th, shows gross earnings of \$4,664,994, expenses \$4,625,732, leaving net earnings of \$32,071, which is turned into a deficit of \$339,685, after making allowance for depreciation and like charges in 1908 the deficit was \$241,817. The retiring directors were re-elected.

ANOTHER development has taken place in regard to the Shanghai Alhambra. A warrant has been issued for the arrest of the Chinaman who for some time past has operated the roulette wheel there and now it only remains for an opportunity to arise for the police to put the warrant into force. Although at present it is yet to judge of the effect of this step it promises to effectively check the employment of Chinese for this purpose in future.

THE keels of four battleships of the Dreadnought type have been laid down at the Russian Naval Yard on the Baltic. These ships are to be named "Petrovskiy," "Poltava," "Ferstov" and "Ladoga." They will each be equipped with ten 12-inch guns, tonnage will be of 25,000 tons displacement, 68 feet in length, and 82 feet in width, and will have a speed of 20 knots. They are expected to be completed in three years, and to be an improvement on the warships now being built in other countries.

THE fourth day's hearing was reached in the Supreme Court this morning in the case in which Messrs. S. J. David & Co. are appealing from the judgment of the Chief Justice delivered on the 23rd December last in favour of the firm's late compradores (Mr. Chan 'U' Chiu) against whom the plaintif's firm brought an action to recover the sum of \$648,816.67, said to have been lost in some yard transactions with Chinese yarn-dealers. Mr. Slade convinced his argument, which lasted for a considerable time. The case has been adjourned.

THE following rule of court under date June 9th has been promulgated by Mr. Wilder, the American Consul-General, in Shanghai, in his judicial capacity:—Admission to practise as Attorneys-at-Law in the United States Consular Court at Shanghai shall hereafter be granted only to persons admitted to practise as Attorneys-at-Law in the United States Court for China. Foreign practitioners having permission to appear in the U.S. Court for China shall be granted the same privilege in this Court. (Signed) T. C. White, Clerk of Court.

STRIKE AT MARSEILLES.

FRENCH MAIL DELAYED.

We are officially informed that the M. M. Co's. "Calcutta" has been delayed at Marseilles for four days on account of strike, and consequently she is expected to arrive at Hongkong on or about Friday, the 12th instant.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held in the Council Chamber this afternoon. Present:—His Excellency the Governor, Sir Frederick Lugard, K.C.M.G., Hon. Mr. A. M. Thomson (Colonial Secretary), Hon. Sir Harry Berkeley (Attorney-General), Hon. Mr. P. N. H. Jones, (Director of Public Works), Hon. Mr. F. J. Baddeley, (Captain Superintendent of Police), Hon. Mr. A. W. Brown (Registrar General), Hon. Dr. Ho Kai, M.B., C.M.G., Hon. Mr. E. A. Hewitt, Hon. Mr. Wel Yuk, C.M.G., Hon. Mr. W. J. Gresson, Hon. Mr. E. Osborne, Hon. Mr. Murray Stewart, and Mr. C. Clementi (Clerk of Councils).

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The Colonial Secretary laid on the table the Report on the Hongkong Volunteer Corps for the year 1908-09; Report of the Post Office Department for 1908; and Report of the Captain Superintendent of Police and of the Superintendent of Fire Brigade.

FINANCE.

The Colonial Secretary laid on the table the report of the Finance Committee (No. 8).

FINANCIAL MINUTES.

The Colonial Secretary laid on the table the Financial Minutes No. 29. It was agreed that it be referred to the Finance Committee.

RAILWAYS.

The Attorney General moved the first reading of a Bill entitled An Ordinance to regulate the construction and management of railways. The Colonial Secretary seconded.

Bill read a first time.

The Ordinance is rendered necessary by the construction of the railway connecting this Colony with Canton. The Ordinance authorizes and provides for the construction of the railway and for its administration and management.

STONECUTTERS' ISLAND.

On the motion of the Attorney General, seconded by the Colonial Secretary, the Bill entitled an Ordinance to amend the Stonecutters' Island Ordinance, 1889; was read a first time.

The purpose of the amending Ordinance is to proscribe a limited distance from the shore of Stonecutters' Island within which vessels may ordinarily anchor or make fast.

Opportunity is taken to delete from the principal Ordinance certain words the retention of which in the Ordinance has become unnecessary.

COMPANIES (LOCAL REGISTERS).

The Attorney General moved, and the Colonial Secretary seconded, the first reading of a Bill entitled an Ordinance to amend The Companies (Local Registers) Ordinance, 1907.

Agreed.

The Bill transfers the licensing of companies from the Governor-in-Council to the Registrar of Companies thereby avoiding the necessity for referring applications for licences to the Executive Council, and facilitating and expediting the issuing of such licences.

The licence is to be valid only until the 31st day of December next following the date on which it is issued. A revision is made for charging a proportionate part only of the annual fee chargeable on the issue of a licence where the period for which the licence will be valid is less than one year.

INTERPRETATION ORDINANCE.

The Attorney General moved the first reading of the Bill entitled an Ordinance to amend the Interpretation Amendment Ordinance, 1908.

The Colonial Secretary seconded.

Bill read a first time.

The purpose of this Ordinance is to correct a confusion in reference to the Ordinances cited owing to citation of such Ordinances by numbers which were altered when the Revised Edition of the Ordinances was compiled.

The Ordinances are referred to in the amending Ordinance by their short titles instead of by numbers.

STAMP ORDINANCE.

The Attorney General is moving the second reading of the Bill entitled An Ordinance to amend The Stamp Ordinance 1901 as amended by the Stamp (Amendment) Ordinance, 1902, said:—Hon. members will see from the memorandum in the Bill the object of the Bill. It is to increase the source of revenue. At present sums over \$15 require a receipt with a 5-cent stamp affixed. Hereafter, any sum over \$10 will require to carry a 5-cent stamp. It is not proposed to bring the Bill into operation until the end of the year (1st January, 1910).

The Colonial Secretary seconded.

Agreed.

Council then proceeded to consider the Bill in Committee.

PATENTS.

Council resumed Committee on the Bill entitled an Ordinance to amend the Patents Ordinance, 1891.

The consideration of this Bill was postponed owing to the report from the Law Society not having been received.

PEAK TRAMWAY.

Hon. Mr. W. J. Gresson moved that the Bill entitled An Ordinance for authorizing the Construction of a Tramway within the Colony of Hongkong be withdrawn.

Agreed.

The Council adjourned till Thursday, the 8th inst.

ADJOURNMENT.

A meeting of the Finance Committee was held immediately after the meeting of Council, the Colonial Secretary presiding. It was agreed to recommend that the following vote be adopted by the Council:—

BOOKS.

A sum of one hundred and four dollars in aid of the vote, Medical Department, C—Institutes, Other Charges, Bacteriological Institute and Mortuaries, books.

This was all the business.

Macao's Delimitation.

MEETING OF SELF-GOVERNMENT SOCIETY.

DRASTIC RESOLUTIONS FRAMED.

[From Our Own Correspondent.]

Canton, 30th June.

At 1 p.m. on the 29th instant, a public mass meeting was held by the Canton Self-Government Society in connection with the "Fotien" incident and the Macao delimitation question.

There was present an exceptionally large number of people of all classes: Chan Chung Kwei and Chan Wai Po were unanimously elected chairman and vice-chairman, respectively. Several gentlemen made speeches on the two burning questions of the hour before the assembly. The speeches were couched in strong terms and were followed with considerable interest by those present.

After considerable discussion, three resolutions were passed, of which the following is a free

Telegrams.

"HONGKONG TELEGRAPH" SERVICE

KANSU.

DROUGHT BROKEN.

[By courtesy of the "Sheung Po."]

Nangchow (Kansu), 30th June.

There was a heavy fall of rain on the 29th inst. to the great joy of officials and people.

[The prolonged drought experienced in the Province had almost reduced the people to the verge of cannibalism, according to native reports.—Ed. H.K.]

NA TUNG.

ARRIVAL AT TIENSIN.

[By courtesy of the "Sheung Po."]

Peking, 30th June.

Na Tung arrived at Tientsin yesterday and is to assume duties as acting Viceroy to-day.

WEIHAIWEI

RETROCESSION DESIRED.

[By courtesy of the "Sheung Po."]

Peking, 30th June.

Prince Shiu is determined to obtain the retrocession of Weihaiwei for a naval base.

The majority of the Grand Councillors concur in his views.

The amount demanded [by Great Britain], however, as compensation for the territory is so enormous that it requires time for the consideration of the matter.

EDUCATION IN SHANTUNG.

THE TSINGTAU COLLEGE.

[By courtesy of the "Sheung Po."]

Peking, 30th June;

The Waiwupu has notified the Board of Education that Germany has agreed to endow the Tsingtau College and that instructions be issued to the Governor of Shantung to proceed with the establishment of colleges within his territory as soon as possible.

THE JAVA-CHINA-JAPAN LINE.

REPORT FOR 1908.

The report of the Directors of the Java-China-Japan Line, of Amsterdam, for the year 1908, states that, in the now divided services to Japan and to China, 14 voyages were made last year in the Japan line and 11 in the China line, whereas, formerly, four more voyages were effected in the combined service. There was no improvement in the condition of trade with either China or Japan last year; the good traffic with the former country, indeed, especially that to Shanghai, fell off, partly on account of the general commercial depression, and partly owing to the low value of the dollar; the trade with Japan was also smaller. In the meantime, however, the passenger traffic developed considerably, especially as regards the conveyance of coolies from Billiton and Banga to Hongkong and vice versa. Fewer vessels had to be chartered last year, owing to the smaller quantity of cargo offering on the outward trip, but there was an improvement with respect to the homeward trade. Some of the Company's boats called at Saigon in order to obtain a share in the conveyance of rice to Java. The "self-risk insurance account" showed profit of 14,055 florins, and this sum was added to the insurance reserve. The gross income (including the sum granted by the State) amounted to 134,044 florins against 146,257 florins in 1907; 28,685 florins were written down from the value of the steamers, and 20,08 florins from the value of property at Hongkong; 51,710 florins were required for boiler repairs, and 30,000 florins were placed to the "reserve for exchange fluctuations." The net profit was 10,500 florins, out of which a dividend of 3 per cent. will be paid, and 1,975 florins are carried forward. The total tonnage of fleet is 25,619 tons gross, and its former value of 471,144 florins has been written down to 367,693 florins. The share capital is 3,000,000 florins.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:

On the 1st at 12.05 p.m. the depression lying over E. Japan yesterday, has moved away over the Pacific and the barometer has risen over the Sea of Japan.

The barometer has fallen over S. China, another depression having appeared over the Yangtze Valley.

Pressure has given way rather markedly over the S. part of the China Sea and the S. Philippines. It is relatively high between N. Luzon and the Bongao, and over the Sea of Japan.

Typhoons may be expected in the Western Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending 1st July, a.c. 10 inches.

WEATHER FORECAST.

Hongkong and Neighbourhood, S.W. monsoon.

Gulf of Tonkin, S. and S.W. winds.

Sea of Japan.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.

"EMPERSS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

"EMPERSS OF CHINA"

SATURDAY, JULY 3RD.

"MONTEAGLE"

WEDNESDAY, JULY 14TH.

"EMPERSS OF INDIA"

SATURDAY, JULY 24TH.

"EMPERSS OF JAPAN"

SATURDAY, AUG. 14TH.

"Empress"

Steamers will depart from Hongkong at 6 p.m.

"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 22 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) 71.10.

Passengers from Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "O" or Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class of Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

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11] INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

Steamship On
SHANGHAI HANGSANG ... FRIDAY, 2nd July, 4 P.M.
MANILA YUENSANG ... FRIDAY, 2nd July, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE } NAMSANG ... SATURDAY, 3rd July, Noon
& MOJI
SHANGHAI FOOSHING ... SUNDAY, 4th July, Daylight.
SHANGHAI YATSHING ... TUESDAY, 6th July, Noon.
TIENTSIN, WEIHAIWEI & CFOO ... CUPSING ... TUESDAY, 6th July, Noon.
SGAPORE, PENANG & CALCUTTA, ROKSANG ... TUESDAY, 6th July, 3 P.M.
KOBE & YOKOHAMA HINSANG ... WEDNESDAY, 7th July, 3 P.M.
MANILA LOONGSANG ... FRIDAY, 9th July, 4 P.M.
MOJI CHUNSHANG ... SUNDAY, 11th July, Daylight.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kwintang*, *Nansang* and *Yookong* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moli to Hongkong, providing a stay of 6 to 8 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchow.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

General Managers.

Hongkong, 1st July, 1909.

16

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS
BATAVIA, SAMARANG & SOURABAYA, "SHANTUNG" ... and July, 4 P.M.
SWATOW, TSING-TAU, WEIHAIWEI, "HUICHOW" ... 2nd " "
CHEFOO & TIEN-TSIN, "IGANG" ... 3rd " Noon.
OEUBU & ILOILO, "HANGCHOW" ... 3rd " 4 P.M.
NEWCHOW, "SINGAN" ... 4th " Daylight.
SHANGHAI, "LINAN" ... 4th " "
MANILA, "KAN" ... 6th " 3 P.M.
SHANGHAI, "YINGCHOW" ... 8th " 4 P.M.
OEUBU & ILOILO, "KAIJUNG" ... 9th " Daylight.
SHANGHAI, "CHIENAN" ... 11th " "
MANILA, "TAMING" ... 13th " 3 P.M.
SHANGHAI, "ANHUI" ... 15th " 4 P.M.
MANILA, ZAMBOANGA and USUAL, "TAIYUAN" ... 19th " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chinhua,) with excellent passenger accommodation, Electric Light throughout and Electric Fans in Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wines—\$45 single, \$80 return.

For Freight or Passage apply to BUTTERFIELD & SWIRE,

Telephone No. 36.

Hongkong, 1st July, 1909.

18

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and cabin—Beds—Light—Perfect Cuisine—Surgeon and Stewardess carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	1540	R. Ridder	MANILA	SATURDAY, 3rd July, at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 10th July, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., LTD.

Telephone 2211 June, 1909.

Shipping—Steamers.

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REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE,
YOKOHAMA, HONOLULU, MANZANILLO and
SALINA CRUZ (Mexico).

S.S. MANSHU MARU ... 5,000 tons gross ... Sail 1st July, 1909, at 5 P.M.
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S.S. HONGKONG MARU ... 6,000 " " 26th Oct., 1909, at Noon.
S.S. MANSHU MARU ... 5,000 " " 10th Dec., 1909, at Noon.

For particulars, apply to

K. MATSDA,
Manager.

TOYO KISEN KAISHA, York Building.

Hongkong, 28th June, 1909. [157]

Shipping—Steamers.

FOR SINGAPORE, PENANG AND
CALCUTTA.

Taking Cargo on through Bills of Lading to
Rangoon, Madras and Mauritius.

THE Steamship

"LIGHTNING."

Captain A. E. Gentles, will be despatched for
the above Ports on SATURDAY, the 3rd
July, at Noon.

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DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 23rd June, 1909. [157]

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR MARSEILLES, LONDON AND
ANTWERP.

THE Steamship

"CARDIGANSHIRE."

Captain W. O. Tyers, will be despatched as
above on or about 11th July.

For Freight, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 23rd June, 1909. [152]

HONGKONG—BOSTON—NEW
YORK.AMERICAN-ASIATIC STEAMSHIP
COMPANY.FOR BOSTON AND NEW YORK VIA
PORTS AND SUEZ CANAL
(With Liberty to Call at the MALABAR COAST).

S.S. "ST. PATRICK" ... On 13th July, 1909.

For Freight and further information, apply to

SHEWAN, TOMES & CO., LTD.

General Agents.

Hongkong, 16th June, 1909. [148]

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA."

Captain Hayes, will be despatched as above
on or about 20th July.

The attention of passengers is drawn to the
excellent accommodation provided by this
vessel at cheap rates. She is specially adapted
for service in the tropics, being fitted with
refrigerating machinery and electric fans in
staterooms. Doctor and Stewardess are
carried. Fare to London £35.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 23rd June, 1909. [153]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE.
Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.

THE Steamship

"EASTERN."

Captain McArthur, will be despatched as above
on WEDNESDAY, the 21st July, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber which ensures the supply of Fresh Pro-
visions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., LTD.,

Agents.

Hongkong, 21st July, 1909. [150]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. ...

For Freight and further information, apply to

DODWELL & CO., LTD.,

Agents.

